

17th September. 1981

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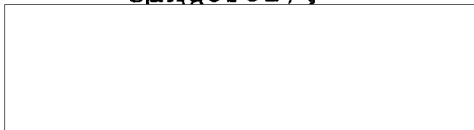
Dear Paul:

Please excuse my feeble attempt at typing. I had to copy the attached poop sheet on Kelly Johnson from the cable I mentioned to you, primarily because some idiot had classified it SECRET! The typos are all mine.

We have always been grateful to Mother Navy for the "donation" of the J-58 engine. Bill Holcomb and Arleigh Burke were the architects of this gift, which represented some \$38 million in dollars which were worth one helluva lot more than they are today! The only ones who almost took a bath on it were the good people at P&W who bid it in on production at a fixed (and much too low) price.

I am sure that Kelly's talk will be colorful. It always is. I look forward to being in the audience and hope to have a chance to say hello. Thanks again for your cooperation.

Sincerely,



STAT.

The following short biographical sketch is quoted from a Lockheed corporate management memorandum of several years ago:

"Kelly, who was born in Ishpeming, Michigan on February 27, 1910 to immigrant Swedish parents, attended the University of Michigan.

After getting his degree in Aeronautical Engineering, he came to Lockheed in 1932 hunting a job, but we turned him down. Not enough experience. He went back to school to study for his Master's degree and on the side helped design streamlining for Indianapolis race cars. While working in the wind tunnel at the University of Michigan he tested Lockheed's newest design, the Model 10 Electra, and found insufficient rudder control with the single rudder design. He recommended twin tails. The suggestion was approved. The next time he came to Lockheed looking for a job in 1933 he was accepted as a tool designer - Lockheed's sixth engineer. By 1937 he had become our first and only preliminary design engineer. Moving his drawing board around from place to place to avoid the rain leaks in the roof of the old china factory plant at B-1, he laid out a design for a new fighter for an Air Corps competition. It won. It became the P-38 Lightning.

In 1939 he sat in a hotel room in London and worked straight through two days and two nights to redesign our Model 14 airliner into the Hudson bomber that the British accepted - and put Lockheed into the big league of aircraft manufacturers. In 1943 he gathered a picked crew - the original Skunk Works - then designed and built America's first production jet fighter, the XP-80 Shooting Star, in just 143 days.

Kelly has walked tall for more than 40 years in a profession where the sky is not the limit. And from his genius have poured products that made the name Lockheed famous worldwide: The Hudson bomber, the P-38 Lightning fighter, the P-80, America's first production jet fighter, the Constellation family of airliners, the C-130 Hercules that remains the principal product of our Georgia Division, the F-104 Starfighter, the U-2, which first brought his name to the attention of the non-aeronautical public, and, of course, the YF-12/SR-71 Blackbirds that just recently were able to demonstrate publicly the capability that he designed into them back in 1964.

Kelly is the only aeronautical engineer in history who has won the Collier Trophy twice. He has also won two Theodore Von Karman and two Sylvanus Albert Reed awards - all of them among the most prestigious awards in aviation. In 1964 he was awarded the National Medal of Science by President Lyndon Johnson. On 14 December 1974 he was inducted into the Aviation Hall of Fame at Dayton, Ohio."